THE
BULLETIN
OF THE
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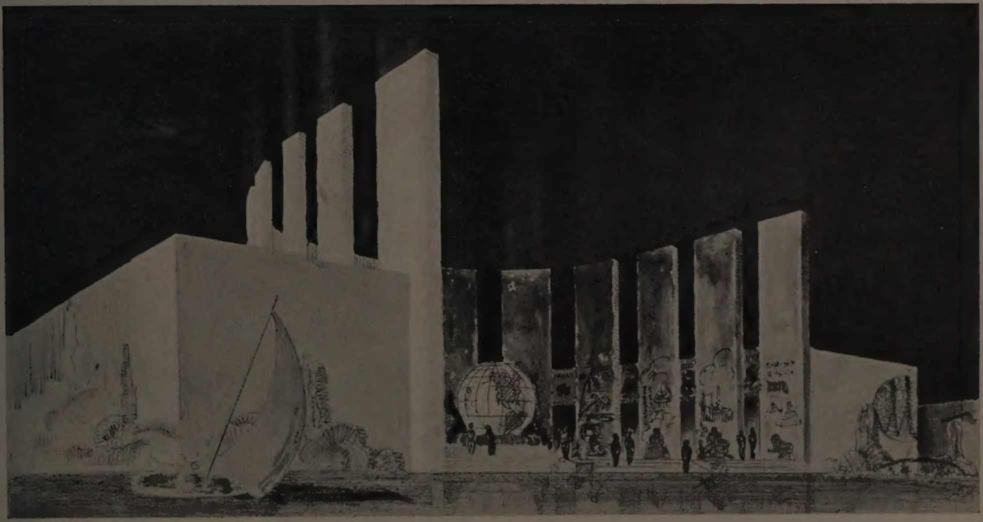

FEBRUARY · 1936

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VOLUME XII FEBRUARY, 1936 NUMBER 4

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The Critiques appearing in THE BULLETIN *are presented as an unofficial opinion by a member of the jury delegated for this purpose, and should not be interpreted as the collective opinion of the jury.*

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A CANNING FACTORY

CLASS B PROJET II

JUDGMENT OF JANUARY 28, 1936

Near a truck gardening community it is proposed to build a canning factory for the preserving of tomatoes or similar produce. The site is level and will be serviced by motor trucks and by a spur railroad track. It is near a country town so no special cafeteria, parking or other facilities are required for the workers.

Requirements:

A. Delivery court and scales.

B. Administrative offices adjacent to "A".

C. The canning shed to provide for

1) 3 canning and closing machines with their required washing, pulping and seeding machinery.

2) A retort "island" 25 feet in diameter, for cooking produce after canning.

3) A seed drying room and a kettle room on a mezzanine floor, the latter equipped with 6 kettles for boiling when necessary prior to canning.

D. Storage sheds for:

1) Seed.

2) Empty cans, cartons, etc.

3) Canned goods with labeling and boxing machinery adjacent to shipping platform serviced by a spur railroad track and by truck.

E. Boiler plant for producing steam for cooking.

JURY OF AWARD

Louis A. Abramson
W. Pope Barney
Archibald M. Brown
Alfred Fellheimer
Donald A. Fletcher
Irving Drought Harris
L. Bancel La Farge
John C. B. Moore
Alexander P. Morgan
James B. Newman
Charles L. Nutt
George N. Pauly
Edward Stone
Seth Talcott
Otto Teegen
William VanAlen
Louis A. Walsh
Leonard B. Wamnes

SCHOOL REPRESENTATIVES

George Bickley, University of Pennsylvania
Jerome O'Connor, Manhattan College
Robert Schmertz, Carnegie Institute of Technology

CRITIQUE

JOHN C. B. MOORE

No precise architectural requirements were imposed by this program, either in dimension or in volume. Students were permitted to work these out for themselves, with the result that the students were bewildered at the outset for lack of an essential architectural measure. The effect of this confusion was to encourage a tendency, already far too prevalent among students, to submit graphs of circulations and processes, instead of real architecture designed to house them.

Lacking more precise architectural standards, the jury found it difficult from its point of view, to avoid judging the drawings as graphs. Before considering their architectural merits it was necessary to determine the sequence of manufacturing processes implied by the program. This became more and more clearly defined, substantially as follows:

1. The small amount of machinery required implies a small building. The limited output possible does not warrant a large building.

2. Courts for delivery of produce in trucks and for shipment of finished canned goods should be ample enough to provide for possible congestion, but not excessive. They should be properly related to the building and show a grasp of how vehicles are controlled and manouvered. Where possible, one court serving the double purpose of receiving and shipping is an advantage. In any case, simplicity and directness of access are essential.

3. Scales for weighing full and empty produce trucks should be conveniently located under surveillance in or near the receiving court.

4. The administration should be placed in control of the receiving end of the factory, as required. An arrangement by which the administration controls both receiving and shipping is still better.

5. The receiving end of the factory should provide for unloading produce trucks directly into hoppers, and allow ample space to avoid congestion at times of rushed deliveries.

6. The first row of machinery, including the picking lines, should be well lighted preferably by evenly distributed natural light.

7. After passing through the first row of machines, including the picking lines, the produce may be sub-

jected to one of two processes; canning, or boiling on the mezzanine. In the first alternative, canned goods are taken in baskets to the retort island for cooking under pressure. In the second, when boiling on the mezzanine has been completed, the pulp must return to the canning machines. After canning it may then be shunted directly to labelling and storage. A by-pass of the retort island is, therefore, necessary.

8. The mezzanine is best located across the first row of machinery above the canning machines. Since steam is required for cooking, good ventilation is necessary.

9. Cans in large quantities are required at the canning machines. A large storage space is therefore necessary, closely connected with this portion of the factory, and easily reached from the spur track platform where stocks arrive.

10. Seed storage may be on the mezzanine, but seed delivery should be provided for in one of the motor courts, preferably at the receiving end of the factory.

11. The retort island should be so placed that baskets of cans can be picked up from the canning tables by a crane, placed in the retorts, and later put on travelling conveyors which transport them, after cooling, to labelling and storage.

12. The most efficient location for the boiler room is close to the mezzanine and the retort island; it should not be below ground. It should have near it a coal pocket or oil tank, located directly beside the railroad siding.

13. Storage space for large quantities of canned goods is required. This space, with that required for empty cans and empty boxes may greatly exceed the total area of the working part of the factory. It may be arranged on one or more floors.

14. Labelling and boxing may occur directly after the cooling process or later, upon shipment. The machinery for this purpose should be located accordingly.

15. Shipping platforms should be ample, and arranged in a way to avoid confusion between loading motor trucks and freight cars.

16. The railroad siding requires only one spur track, arranged so that arrivals of fuel and supplies will not conflict with shipments of canned goods.

17. Provision for personnel lockers and toilets was not considered vital.

This outline of the sequence of technical processes in the factory as understood by the jury is set down to clarify the mind of any student who was confused about it, and to help him review his work. It did not by any means constitute the sole basis of judgment on the part of the jury. The jury gradually adopted it as the ideal solution of the technical problem, but students were not penalized for not conforming with it, since it was not clearly described at the outset. The jury based its judgment much more upon the architecture which was intended to house the technical process.

A word may be said about partis.

The straight line appeared to be the simplest and perhaps the clearest, but it did not correspond precisely to the requirements.

An L-shape was better; it provided the required by-pass at the retort island and greater flexibility generally.

A U-shape was good from the point of view of circulation and operation the administration could control both receipts and deliveries; but lighting was much more difficult in these plans.

The entire factory under one roof proved difficult to light, since this scheme inevitably involved a dark central portion of the building. It also involved confusion at the spur track platform between goods being received and goods being shipped.

All the functions of the factory in separate buildings proved to be an exaggeration, more graphic than real.

No one parti was favored by the jury, as the judgment showed. A parti is important. It establishes a scheme through which the technical process can flow properly, and from which architecture may develop. But neither a correct technical diagram (in this case of a manufacturing process) nor an adequate parti in plan can make architecture, though both are essential to good architecture. Architecture requires a contribution from the designer not implied by technique or plan, which necessitates among other things, fitting the building to its surroundings, using real spans and real elements of construction, assembling and composing the required volumes expressively and agreeably.

Before passing to the good solutions, it may be illuminating to say a word about what the jury did not like:

Graphs and diagrams unsupported by architecture.
Symmetrical schemes; with few exceptions they did not work.
Buildings grossly over-size.
Buildings with too many volumes; they proved too complicated.
Buildings subdivided into small units separated by dark and probably unsanitary courts.
Arbitrary curves or angles in buildings; they contributed nothing.
Superfluous sketches and drawings.

With no intent to single out an individual for unfavorable criticism, one example receiving Half Mention, is here reproduced which is typical of work which did not commend itself to the jury. In this example spur tracks are ridiculously numerous. No attempt is made to define the site. It is impossible to handle trucks at the shipping platform. Raw produce must pass through a narrow corridor between exaggerated employees' toilets. Thereafter the process is normal, but without flexibility. The drawing is made exceedingly hard to read by unnecessary lettering, by arrows, and by indication of machinery, all of which together nearly obliterate the structural elements of the plan. There is inadequate provision for receiving and storing empty cans. The storage space is complicated by numerous divisions.

What did commend itself to the jury, as distinguished from the type of work cited above, was simple straightforward constructable architecture, well proportioned, developed from a good scheme providing adequate space for the necessary manufacturing processes with maximum flexibility. No generalization can be made about this aspect of the work; each drawing must be analyzed individually.

By far the best solution is that of H. V. Bradley of Yale University. He assumes a perfectly definite real site between a highway and a railroad. The building presents its best front to the highway, as it should. (The choice of which facade to show was difficult for every one.) The courts are simple and the access direct. The spur track comes alongside a continuous platform which serves every vital portion of the factory. Storage space is ample and avoids confusion of incoming and outgoing goods. Processing is direct and well lit. The processing and storage functions are quite separate. An architectural feature is made of the bypass of the retort island. The whole building is normal in size, relatively small, in good scale; the spans are ordinary; the materials and textures are real and appropriate; the character is entirely suitable for this particular type of factory.

Second in order of merit is the drawing of K. S. Slobodien of New York University. His site is less real; the open spaces left on his lot are unavaliable for use. His receiving court is ample. The railroad platform and the motor truck shipping platforms are both somewhat skimped. His storage space is large and well placed to store packaging material and canned goods equally well. The lighting is good. The building is normal and constructable; the character is excellent.

R. H. Meier, Jr., University of Pennsylvania presents a straightforward building, essentially less simple however than the two preceding. The interrupted spur track platform requires extra shunting. But arrival and departure of various goods is direct. The motor courts are well arranged. The storage is very adequate.

T. Waisman, New York University, shows a simple building, composed with interesting volumes in good proportion. A perspective, not required, helps in this case to make the volumes clear. The building lacks flexibility as do all the straight-line partis. The requisite provision for receiving and storing empty cans is missing.

Among the First Mentions the submission of F. S. Schuhmacher, New York University, is an excellent arrangement of a building somewhat larger than the preceding, essentially of the straight-line type. It does not give any indication of the motor courts or the real situation. It is well composed and makes good use of the warehouse block for this purpose. The elevators in the warehouse are arranged with insufficient space around them for manouvering goods.

Two other First Mentions are illustrated because of their simple character and excellent architectural qualities—F. S. McNeill's, University of Notre Dame, submission resembles Bradley's but it is inferior to it in detail, and in the definition of the site. C. J. See's projet, Catholic University of America, is particularly worthy of note because it provides for all the requisite mechanical functions and for complete flexibility within a structure of almost naive simplicity. Yet its architectural quality is far from naive; it is consciously achieved with the fewest and simplest elements. The result is a building of real charm.

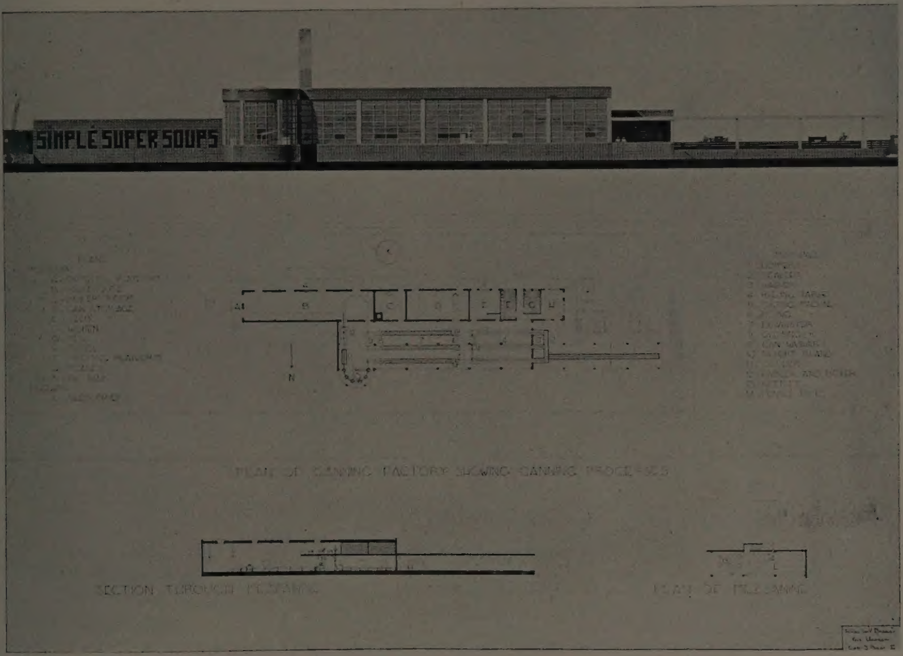
Special mention should be made of the projet of R. P. Lischer, Armour Institute of Technology, which received Half Mention due to certain inconsistencies. In character, however, it was a building which might actually be built. It might be constructed of corrugated sheet metal or transite, well-composed and well-proportioned, and thoroughly expressive of its purpose. It was also charmingly presented in a very simple manner.

On the whole the results of the exercise were remarkably good. It is a credit to the students in Class B and to their instructors that the lack of specific architectural directions, and the complex technical requirements, did not divert them from placing proper emphasis on their main task, namely the architecture itself. In Class B that emphasis must be on relating a building to a definite site, either given or assumed, on using real structural elements, on assembling definite useful volumes, on roofing them properly and on composing the resulting shapes according to some scheme to make a consistent unit true to some architectural type or expressive of some function.

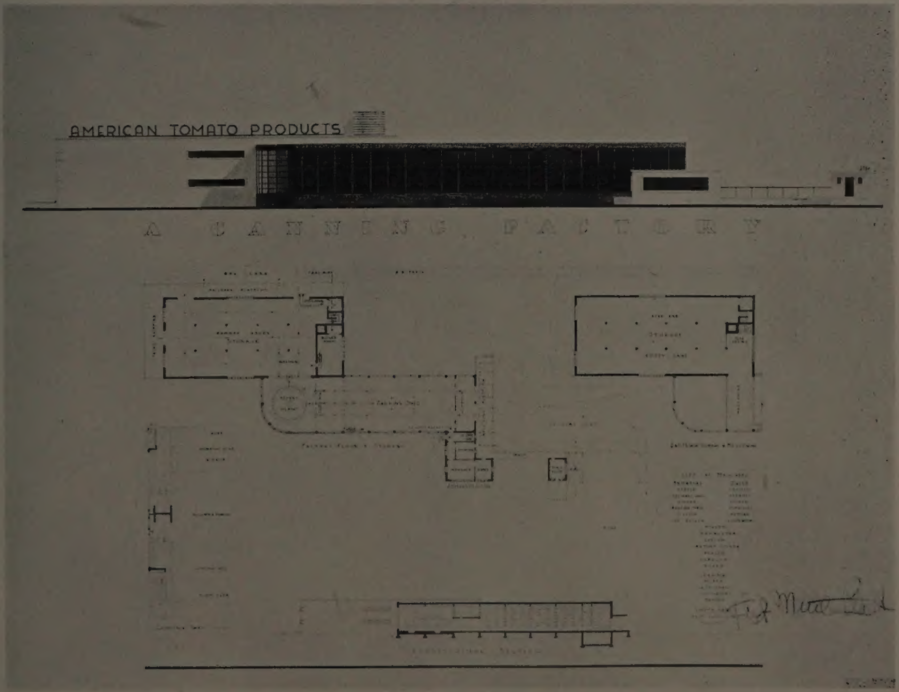
The awards were distributed as follows:

4	First Mention Placed	98	Half Mention
6	First Mention	72	No Award
36	Mention	17	Hors Concours

233 Number submitted

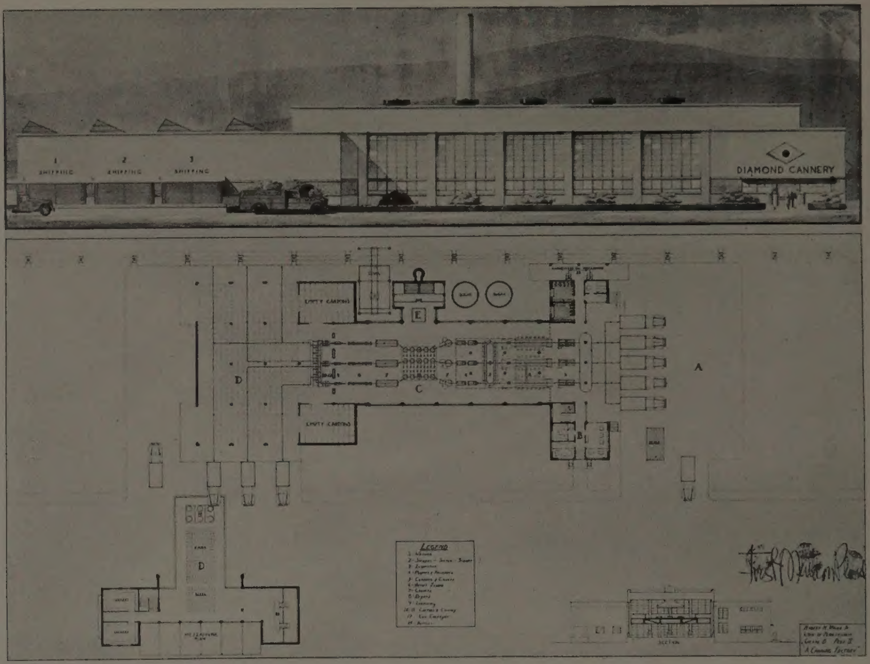


FIRST MENTION PLACED—H. V. BRADLEY

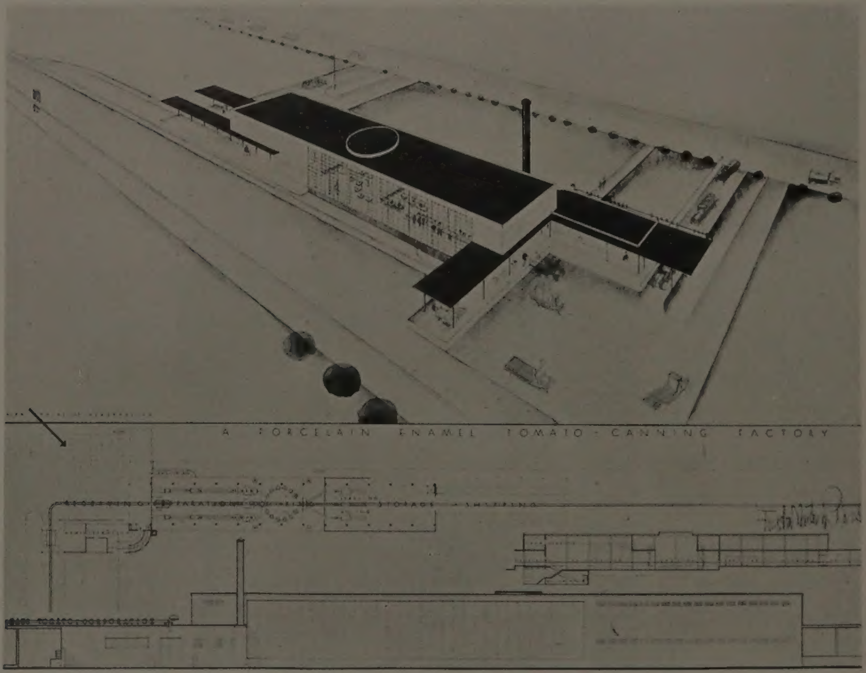


FIRST MENTION PLACED—K. S. SLOBODIEN

CLASS B PROJET II—A CANNING FACTORY

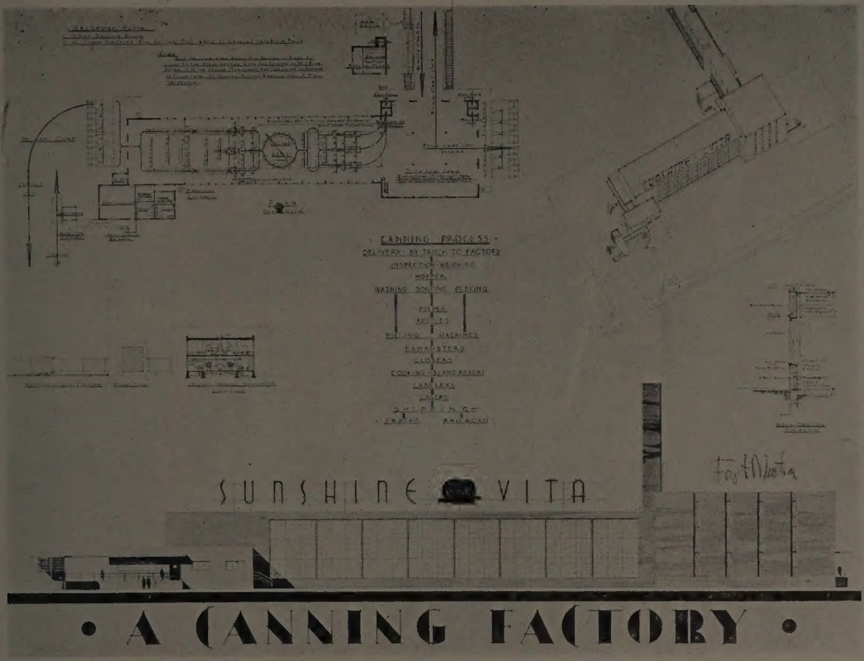


FIRST MENTION PLACED—R. H. MEIER, JR.

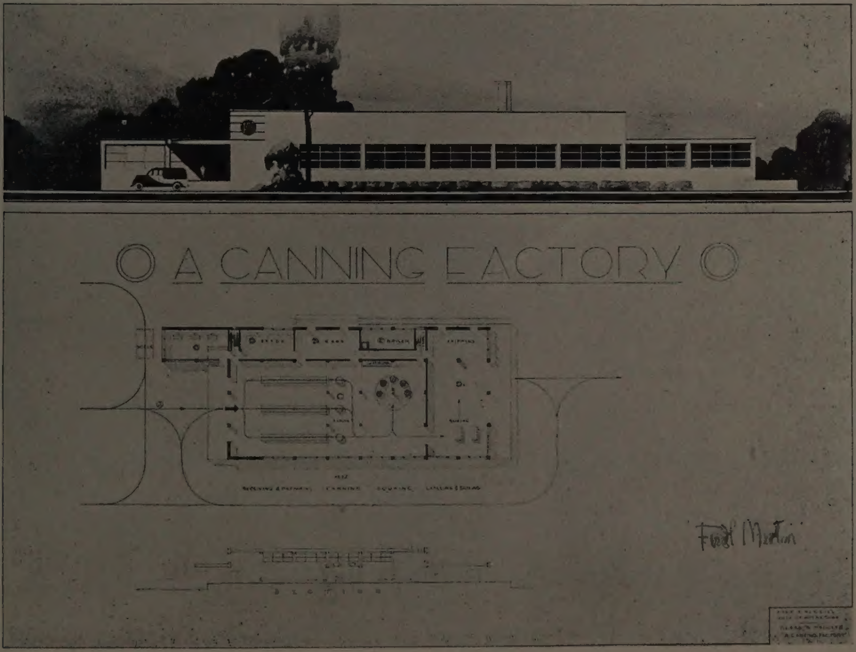


FIRST MENTION PLACED—T. WAISMAN

CLASS B PROJET II—A CANNING FACTORY

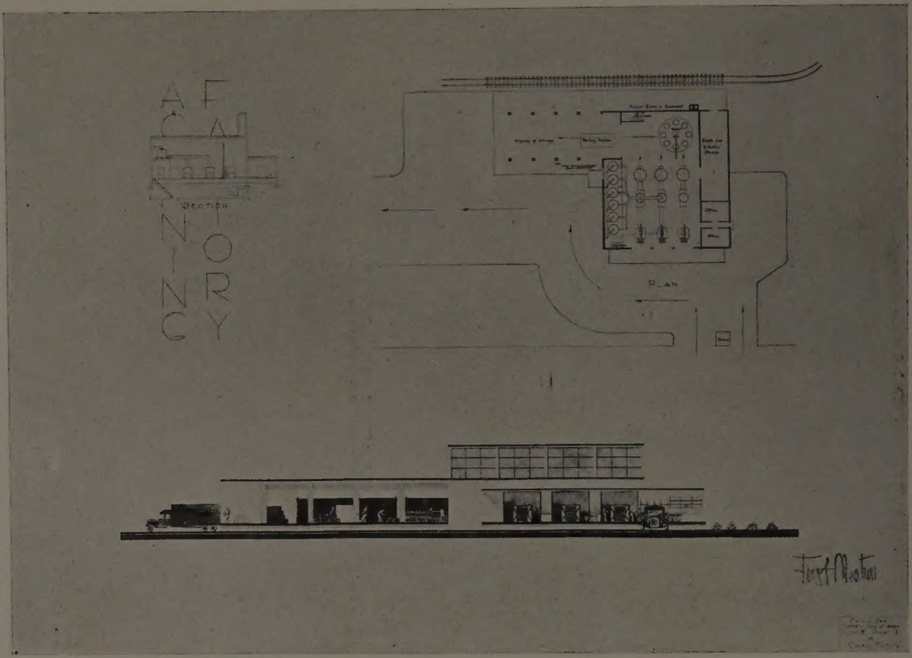


FIRST MENTION—F. S. SCHUHMACHER

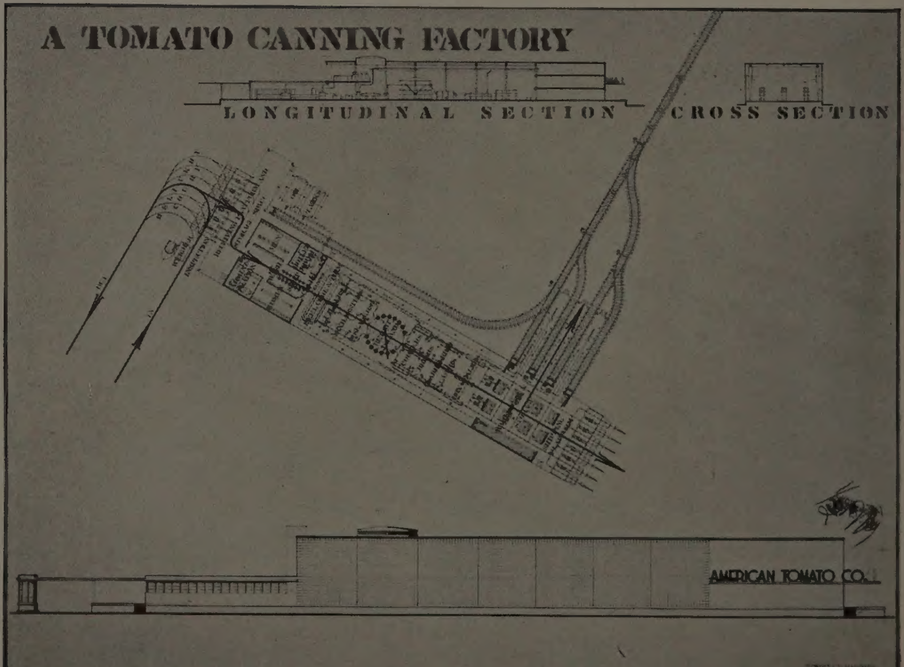


FIRST MENTION—F. S. MCNEILL

CLASS B PROJET II—A CANNING FACTORY



FIRST MENTION—C. J. SEE



HALF MENTION—R. T. HANDREN

CLASS B PROJET II—A CANNING FACTORY

AN EXHIBITION BUILDING AT A FAIR FOR A TRAVEL BUREAU

CLASS A ESQUISSE-ESQUISSE II

JUDGMENT OF JANUARY 28, 1936

At the World's Fair proposed for New York in 1939, n internationally known travel bureau has acquired a oncession of a piece of land 100 feet by 100 feet, the ront facing on a lagoon and the rear on one of the treets of the Fair. The Fair authorities make only one restriction—that no part of the building shall be higher han 50 feet.

REQUIREMENTS:

A reception space.

An exhibition space or spaces.

An office for head of the concession, and space for at least two assistants.

Public toilets for both men and women.

The spirit of the design should be that of immediate rest and at the same time a method of display should be devised to encourage and stimulate travel by movies, talkies or other devices.

The building and landscaping should be completely tied together to form an arresting whole.

JURY OF AWARD

Archibald M. Brown
A. Musgrave Hyde
Alexander P. Morgan
Edward Stone
Seth Talcott
William Van Alen

CRITIQUE

SETH TALCOTT

The attitude of the jury toward the solution of the problems was that it should be interesting and amusing.

The program had been written for the same reason that Fairs are promoted, namely, to call forth ideas hat were new, fresh, resourceful and different. In a problem of this sort the basic rules of architectural composition are as valid as always. It was generally conceded, nevertheless, that a building of this sort, to be appropriate, need not be of as sober an architectural character as a structure of greater permanence. It should above all, be inviting.

Many of the buildings submitted were of such serious character as would have rendered them unnoticeable in the splurge of a real Fair. All solutions, on the other hand, that were striking and ingenious appealed to the judges, who had their eyes open for designs that were daring in their desire to achieve gaiety and allure.

Characteristics which the jury thought most desirable in solutions of this program were the following:

1. An open parti—to attract visitors in to the exhibits and to make it possible for them to circulate fully among them.
2. The adoption of the use of color, trees, vistas, porticos, or of any imaginative devices of plan or presentation to enhance the scheme by making it inviting and arresting.
3. Maximum utilization of the shores of the lagoon, which was obviously the most attractive place for the visitors to obtain "immediate rest."
4. Exhibition character.
5. Good scale.

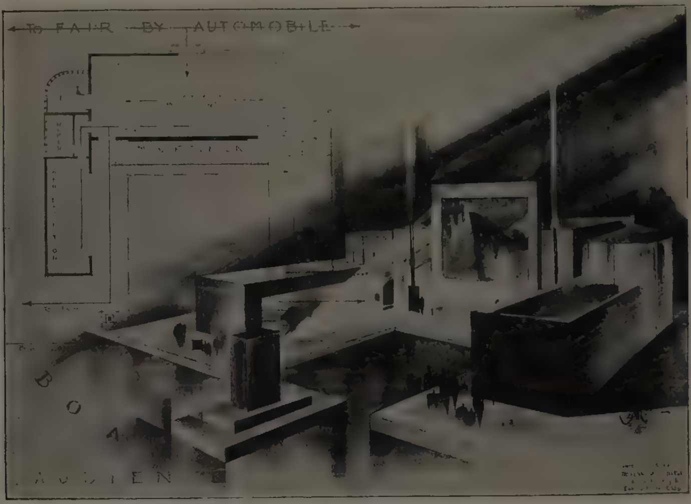
A Mention was awarded to H. M. Abbott of the University of Pennsylvania for a scheme that was very real in character and in scale. It was felt that his building, on a lot 100′0″ x 100′0″ was of very appropriate size. The plan was logical, the color inviting, and the trees made the plaza attractive from the lagoon. Despite certain corners in the plan which "did not arrange" the design seized the spirit appropriate for a small exhibition building.

A. Brooks of the Pennsylvania State College awarded a Mention, presented an intriguing solution of the problem in which the lagoon flowed into a basin from which outdoor movies could be seen from boats. The jury considered this idea was just the thing for Fairs.

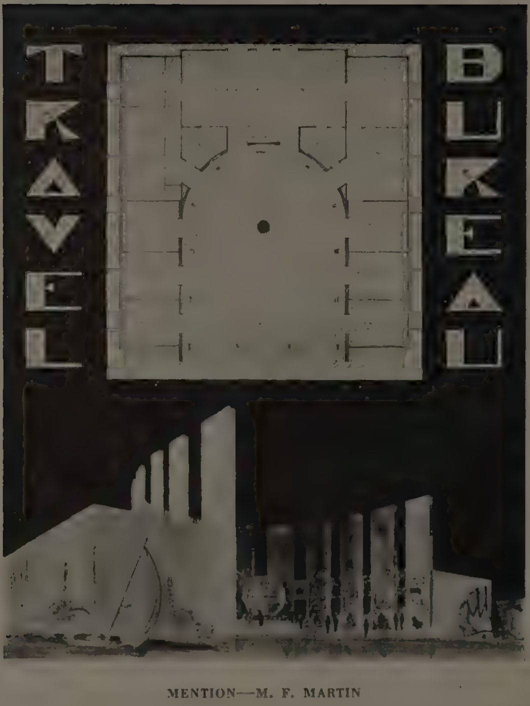
M. F. Martin of the Agricultural and Mechanical College of Texas was awarded a Mention for a solution comprised of a globe in a circular court surrounded by exhibition rooms. The scheme was a striking one and well worked out.

The Awards were distributed as follows:

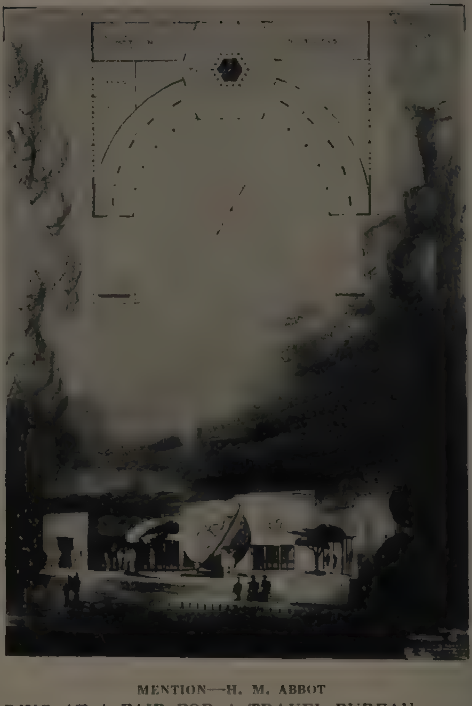
3	Mention	91	No award
5	Half Mention	99	Number submitted



MENTION—A. BROOKS



MENTION—M. F. MARTIN



MENTION—H. M. ABBOT

CLASS A ESQUISSE-ESQUISSE II—AN EXHIBITION BUILDING AT A FAIR FOR A TRAVEL BUREAU

AN ASSYRIAN TEMPLE

ARCHAEOLOGY PROJET III

JUDGMENT OF FEBRUARY 4, 1936

Assyrian architecture differs only slightly from Chaldean and Babylonian, in spite of the great span of years which comprises their growth (IX-VII Centuries B. C.). To the natural resources of Mesopotamia may be attributed the chief causes for this, where clay, bituminous soil and a lack of accessible stone and timber encouraged the development of sun-baked and colored glazed bricks. Hence, their structures avoided the column projecting cornices and balconies, and limited themselves to massive and stable wall construction. Assyrian sculpture, however, found its full expression in alabaster bas-reliefs of great genius.

Naturally, these limitations of materials compelled a concentration on the King's palace to the detriment of the ordinary house. A great rectangular terrace, with walls pierced by "a hundred" splendidly decorated fortified gateways, led one into endless inner courtyards, devoted to the various regal functions. Dominating the royal acres, there arose the "Temple-Pyramid of the Seven Spheres," or Zigurat, which in Babylon might well have been the famous Tower of Babel. Archaeologists have concluded, from the remains of glazed bricks of different colors, that each of its "Seven Terraces was dedicated to one of the seven planets of the Ancients, and was characterized by its color—the upper, gold; the second, silver; the next, red, blue, yellow, white and the lowest, black—according to the hues assigned to the sun. the moon, Mars, Mercury, Jupiter, Venus and Saturn." The terraces were probably one continuous circumambulating ramp, to enable the easy hauling of building materials, and to gain access to the uppermost platform, where stood the small temple, which, according to Herodotus, contained a spacious couch and a golden table, but no statue of the diety.

It is such a temple that is required for this projet, not exceeding 300 feet in height.

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Benoit, François—L'Architecture

JURY OF AWARD

Philip G. Bartlett
Joseph H. Freedlander
Donald A. Fletcher
John Theodore Haneman
L. Bancel LaFarge

CRITIQUE

PHILIP GOLDEN BARTLETT

Coming after the first two archaeology projets of this year—"A Japanese House" and "An Etruscan City Gate" —the work submitted for this program was exceedingly disappointing. None of the students seemed to have grasped the spirit of the problem, few appeared to have done any really careful or thoughtful research, all had apparently presented their projets without serious consideration of the essentials that would have imparted to them a truly Assyrian character.

In this latter connection, the jury objected particularly to the almost uniformly bad drawing, especially of details, and the complete failure to properly reproduce the colors which formed so important a part of Assyrian architecture. There were instances, too, of details being decidedly out of scale with other objects drawn on the same frieze or sheet, as well as of zikkurats out of scale with their surroundings.

The projet of W. N. Ouspensky of New York University was one of the few exceptions to most of the above criticisms, though even in this case the monotonal presentation might have been done in a warm color, more expressive of the arid region in which the style developed. This projet was on the whole well drawn and presented.

It might be wise to remind students of a few of the points that go into the making of a successful archaeology projet.

1. Careful and thorough research with attention to style, form and color.

2. Design of the building or object itself in the spirit of the period, but not necessarily in strict accordance with precedent.

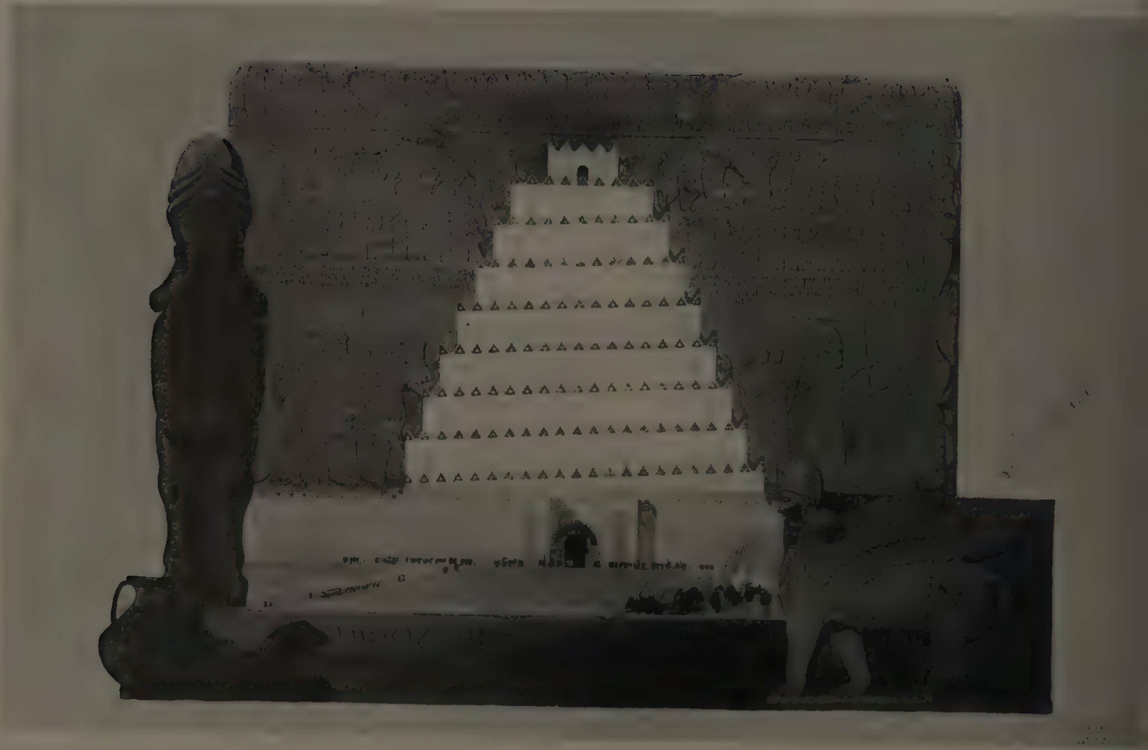
3. Careful drawing of the building and details with the object of introducing the spirit of the style and imparting as much of that spirit to the drawing as possible. Particular attention should be paid to the forms of details, especially where human or animal forms are used.

4. Correct reproduction and use of color, where color plays an important part in the style, but with the colors brought into harmony with each other and with the whole.

5. A good presentation of the projet toward depicting a setting typical of the period and of the building presented.

The Awards were distributed as follows:

1	Second Medal	2	Mention
2	First Mention	7	No Award
13	Number submitted		



SECOND MEDAL—W. N. OUSPENSKY
ARCHAEOLOGY PROJET III—AN ASSYRIAN TEMPLE

A DRAWING ROOM IN AN ENGLISH HOUSE

LEMENTARY INTERIOR DESIGN III

JUDGMENT OF FEBRUARY 4, 1936

In this house, which it may be assumed was built of ed brick and stone, lived one of the indispensable figures f the eighteenth century and one of the great geniuses in n age which, in some respects, was the acme of Euro-ean taste and intelligence. The house reflects the ompous historic fashion of the times and with its stairs, vith richly ornamented stone stringing, frescoes, anelled walls, beautiful cornices and stately mantles, possesses a reserve of elegance in harmony with the dis-ussions of the intellectual and distinguished friends of he owner.

You are asked to design and decorate, with its furnishings, draperies, etc., a small drawing room suitable for this house and its owner. The room is 21′3″ by 19′9″, with a ceiling height of 13′. On the southerly side of the shorter axis there is a fireplace, on the opposite wall, two doors, one leading to the stair hall and the other to a minor room. On the easterly wall, are two windows overlooking a garden, which served as an inspiration for many of the works of its owner, while on the wall facing is a door opening into a larger drawing room.

The walls are to be of painted simple deal panelling, spaced out in the wide fashion of the eighteenth century, either with or without a wainscoat. The fireplace is of marble. The decorated cornice serves as a crowning member to the panelling. The trim, typical of the period, completes a room which entertained the life, beauty and intelligence of the time.

In awarding values, consideration will be given to the appropriateness and beauty of the design and colour of the room as well as to the furnishings, draperies, etc.

JURY OF AWARD

Edward S. Hewitt
Paul R. MacAlister
Nancy V. McClelland
Worthen Paxton
Henry R. Sedgwick
Otto Teegen

CRITIQUE

EDWARD S. HEWITT

The problem of a drawing room in an English house was excellent as far as the program was concerned, and it seemed to the jury a problem about which it would be simple for the students to obtain ample and accurate information from the numerous books available. The jury reviewed all the drawings carefully and felt, that on the whole, the students had not taken advantage of their opportunity in getting the best results. Most of the drawings were poor not only from the point of view of design, which called most distinctly for a Georgian room of elegance and repose as a fitting background for a person of culture, but from the choice of colour, the conception of the furniture and the details. The result was a total lacking in appreciation of the style, dignity and scale in which this problem was required to be executed.

The complete lack of understanding of the problem by the students in its essential points was so great, it would be my suggestion that each of the students take his own problem up critically and make a point, at the first opportunity, of actually looking at some Georgian Rooms that are well designed. There are many available for this purpose, as for instance at the Metropolitan Museum of Art. By so doing the student could easily find wherein his design was lacking.

The Awards were distributed as follows:

5 Half Mention
8 No awards
13 Number submitted

A CABIN FOR A TRANS-PACIFIC AIRPLANE

ADVANCED INTERIOR DESIGN III

JUDGMENT OF FEBRUARY 4, 1936

A great air transportation company proposes to place a fleet of luxurious sea-planes in Trans-Pacific service. During these long flights it is necessary to provide sleeping accommodations for the passengers. The interior of the airplane is, therefore, divided into a number of small cabins by transverse bulkheads. One large cabin is provided to serve as smoking room and lounge for the general use of all the passengers. This large cabin forms the subject of the present program.

The dimensions of the cabin:

- Fore and Aft—150″
- Beam—140″
- Ceiling Height—6′6″ at the center
- Spring of semi-elliptical ceiling—3′6″ above the floor
- Height to top of windows—3′6″
- Size of windows—18″ square
- There will be 4 windows on each side, equally spaced.
- The Bulkheads dividing the large cabin from the smaller cabins fore and aft 5″ thick.
- A door 20″ wide may be placed anywhere in these bulkheads at the option of the designer.
- The exterior walls of the plane are $2\frac{1}{2}$″ thick.

This cabin must be convertible into sleeping quarters when necessary. For day use it must contain as many comfortable upholstered couches and armchairs as it is possible to provide. There must also be card and magazine tables, a convertible wash-stand, adequate ventilating outlets and electric fixtures conveniently placed for the use of the passengers.

The transverse bulkheads will be of exposed metal. The side walls of the plane, however, will be covered with sound-proofing. As the structure must be inspected after every trip it is necessary that this sound-proofing material be removable. It will, therefore, consist of some sort of fabric fastened in place by hooks, buttons, zippers or any device the designer may select.

The designer will especially keep in mind that everything on an airplane must be of the lightest possible construction and materials. Each pound added to the dead weight of a plane increases the operating expenses during the life of the ship.

Comfort must not be sacrificed, however. It is possible by the intelligent use of modern materials to construct furniture as comfortable as the upholstered chairs and couches in general use without exceeding weight restrictions.

JURY OF AWARD

Edward S. Hewitt
Paul R. McAlister
Nancy V. McClelland
Worthen Paxton
Henry R. Sedgwick
Otto Teegen

CRITIQUE

WORTHEN PAXTON

The extreme limits of minimum space were proposed in this interesting problem in interior design. It required a solution which recognized the possibility of fourteen or fifteen passengers being confined in a space less than fifteen feet square. And this for air voyages of thousands of miles. In this space the passengers must live and eat; and, in case full capacity in the plane, they may even wash, dress, and sleep in these same restricted quarters. The designer confronted with such a problem found little precedent to help him. The conditions were fantastic in the requirements they imposed, and yet, at the same time, they were logical developments from the practical demands found in one phase of modern transportation.

In analyzing the program the jury determined not to penalize students severely for failing to provide accommodations for a maximum number of passengers. Some plans of real merit seemed deliberately to meet conditions of comfort and luxury at a sacrifice of several additional seats. A fuller knowledge of the drastic weight limitations which aviation designers, engineers, and operating costs, would show several of these luxurious schemes to be impractical. Ingenuity in the conversion of a scheme from day to night time travel was recognized and credited; but omission of an explanatory detail of the mechanical means of conversion was not counted against a problem. However, one problem was dropped from the competition for omitting the sleeping arrangement.

Probably the one characteristic which was considered o be most desirable in these compact cabins was repose. Any vivid, jumpy colors or distracting designs would become quite disturbing on long flights. Quiet, peaceful interiors with subdued color were selected, over more ambitious and more "modern" schemes. Deliberate attempts were made in several designs to carry out this same restful character in the selection of material in lighting and in furniture design.

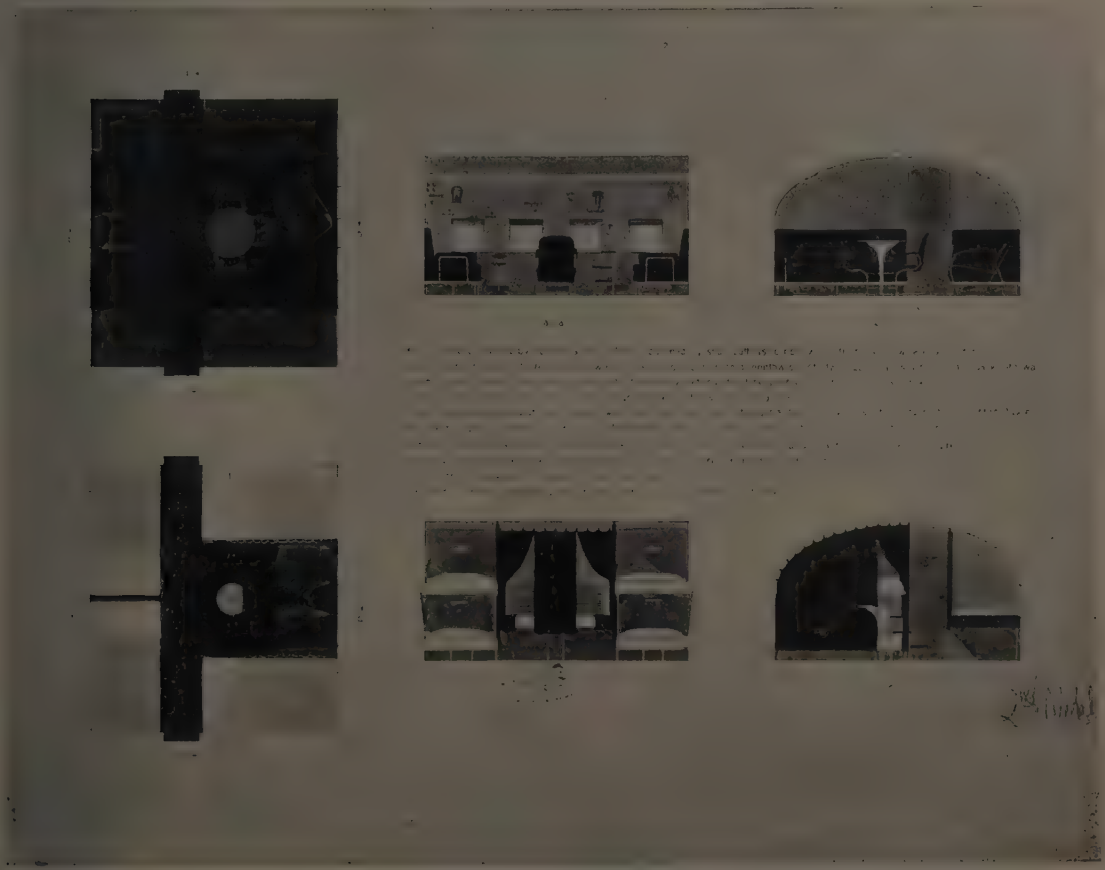
The Second Medal problem of C. N. Benfield of the University of Pennsylvania combined many of the above features in a pleasing manner. His daytime arrangement furnishes comfortable seats for some fourteen persons. By a well-explained use of seat-frames for air-mattress support the cabin can be converted for sleeping accommodation for six, comfortably. The color is good and the lighting and ventilation adequate. A mounting ladder (converted from a magazine table) affords easy access to the upper berths.

The First Mention problem of J. D. Murphy of University of Notre Dame, furnished an attractive solution of a more luxurious use of the space. The colors of the materials selected in this case were of full values but were carefully chosen to prevent any restless contrasts. Because of their excessive depth the seats were criticized from a comfort standpoint, and the jury remarked on the unfortunate uselessness of the corner seat in the angle of each sofa. The rendering was excellent.

It is interesting to note that a number of students took advantage of the additional berth room which an off-center door gave. A similar location of inter-cabin communication has been used on the present Clipper Ships which are used for Pacific Ocean flying.

The Awards were distributed as follows:

1 Second Medal
2 First Mention
1 Mention
6 Half Mention
3 No Award
13 Number submitted



SECOND MEDAL—C. N. BENFIELD
ADVANCED INTERIOR DESIGN III—A CABIN FOR A TRANS-PACIFIC AIRPLANE

AN AIRPORT BUILDING NEAR A METROPOLIS

CLASS A PROJET II—ROBERT PERRY RODGERS PRIZE

JUDGMENT OF FEBRUARY 11, 1936

A prize founded in memory of Robert Perry Rodgers by his friends. The prize money of $100 will be subdivided at the discretion of the Jury. This prize will be awarded annually to and including the school year 1938-1939.

It is proposed building a large airport close to an important metropolis to serve as a terminal for a transcontinental air line, and the subject of this program is the terminal building of the group.

It shall not be over two stories high, and shall be easily accessible by auto and bus from the main lines of traffic, and situated so as to directly face the flying field.

Hangar and service buildings will be either side of the main building, but are not to be shown.

Requirements:

Ample approach and parking space
Large waiting room
Ticket office
Baggage (incoming and outgoing)
Parcel room
Small post office
Express office
Newsstand and other concessions
General administrative offices
Field manager's office
Control and radio room
Toilet room with lockers and showers
Ample observation lounge and terrace overlooking field
Information booth
Office for weather bureau
Dining room, pantry and kitchen
Men's and women's toilet rooms
Telephones and telegraph

This building must be planned for arrival and departure of planes at the same time, and the incoming and outgoing passengers are to be separately controlled. There being ample space, there is no limit as to the size of the building, but it should be planned to obtain a maximum efficiency of service at a minimum of expense, and the question of future expansion should be kept in mind.

JURY OF AWARD

Howard Bahr
W. Pope Barney
C. W. Beeston
Alfred Busselle, Jr.
Donald A. Fletcher
Kenneth Franzheim
William Gehron
William H. Gompert
Robert S. Hutchins
A. Musgrave Hyde
Ely Jacques Kahn
Francis Keally
Alexander Knox
L. Bancel LaFarge
George A. Licht
Charles L. Nutt
Robert K. Posey
T. Merrill Prentice
Irvin L. Scott
Otto Teegen
Leonard B. Wamnes
John Walter Wood

School Representatives:

Camille Grapin, Carnegie Institute of Technology
Francis R. Bacon, Cleveland School of Architecture, W. R.U.
Alfred E. Poor, New York University
Arthur F. Deam, University of Illinois

CRITIQUE

KENNETH FRANZHEIM

The members of the jury decided early in the judgment that the following requirements were fundamental to a proper solution of the problem:—

1. Easy circulation throughout the Building
2. Proper allocation of spaces
3. Provision for easy access to and egress from planes

Requirements receiving secondary consideration were as follows:—

4. Compactness of plan
5. Simple parti
6. Elevation

1. *Easy Circulation throughout Building:*

Inasmuch as this is fundamentally a plan problem for de luxe transportation involving pedestrian traffic and light shipping, the matter of traffic control and circulation received first consideration. Obviously plans that were indirect and complicated in arrangement were the first to be eliminated. Stress was not laid on entourage, parking facilities, etc., as it was assumed that if the building was suitably planned the connecting approaches would develop satisfactorily. Direct, unobstructed movement through the building with necessary administrative facilities close at hand was paramount. It was agreed that waiting travellers, guests, sightseers, etc. would be best shunted away from the main flow of traffic.

2. *Proper Allocation of Spaces:*

Practically all plans that received marked consideration provided a Waiting Room facing the rolling field, separated from the main concourse, yet readily accessible to it. Second floor lounges and waiting rooms were not considered desirable, inasmuch as they would be used very little. Second floor dining rooms overlooking the rolling field, with adequate service facilities, were commended. Field offices, express and post offices, etc. should of course be located on the rolling field side.

3. *Provision for easy access to and egress from Planes:*

Projets that did not indicate consideration for accessibility to airplanes, with proper provision for field space requirements for movement of aircraft, were set aside. Plans indicating circuitous passenger routing and complicated overhead approaches, limiting ship sizes, were abandoned as impractical.

The jury was not particularly interested in the technical problem of traffic flow from the building to the planes, and vice versa, but all plans that did not indicate a proper "spreading" of circulation were criticized.

4. *Compactness of Plan:*

Consideration was given to those partis that indicated a conscientious effort to compress all of the requirements into as small an area as practical. Careless extravagance was not condoned. It was desirable to have the layout as compact as possible, for economy of operation as well as economy of construction.

5. *Simple Parti:*

Plans that indicated simple direct solutions were favored. Those solutions that obviously would bewilder visitors to the building were eliminated. The jury appreciated the omission of useless and confusing poché in certain presentations.

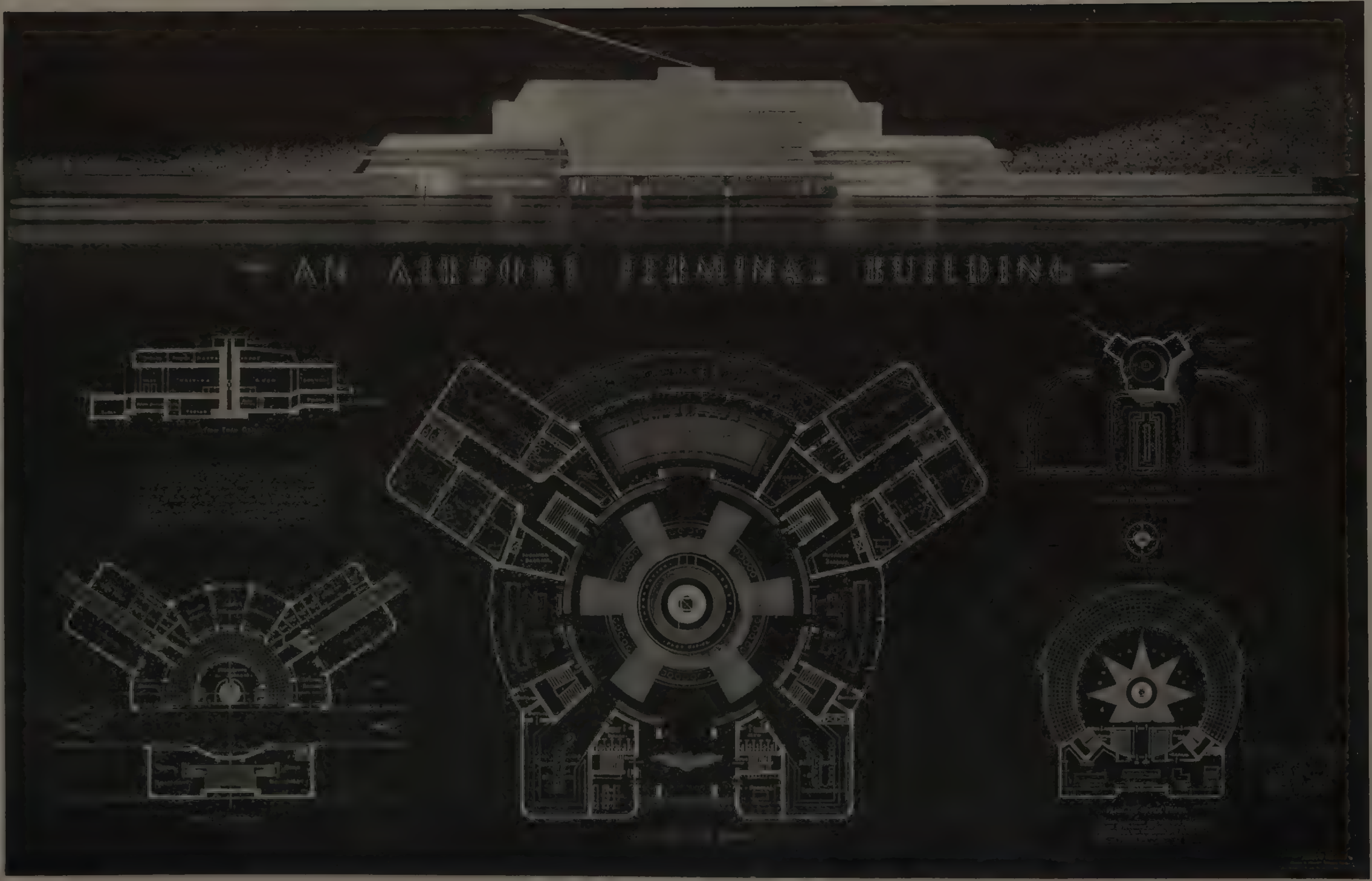
6. *Elevation:*

In the practical solution of any complicated plan problem little or no consideration is given to the elevations until the fundamentals of the plans are well in hand. This is true in active architectural practice and holds for all classes of work, with the exception of monuments. Inasmuch as this was definitely a plan problem the jury discarded many good elevations, that had obviously been developed at the expense of valuable time that should have been spent on planning.

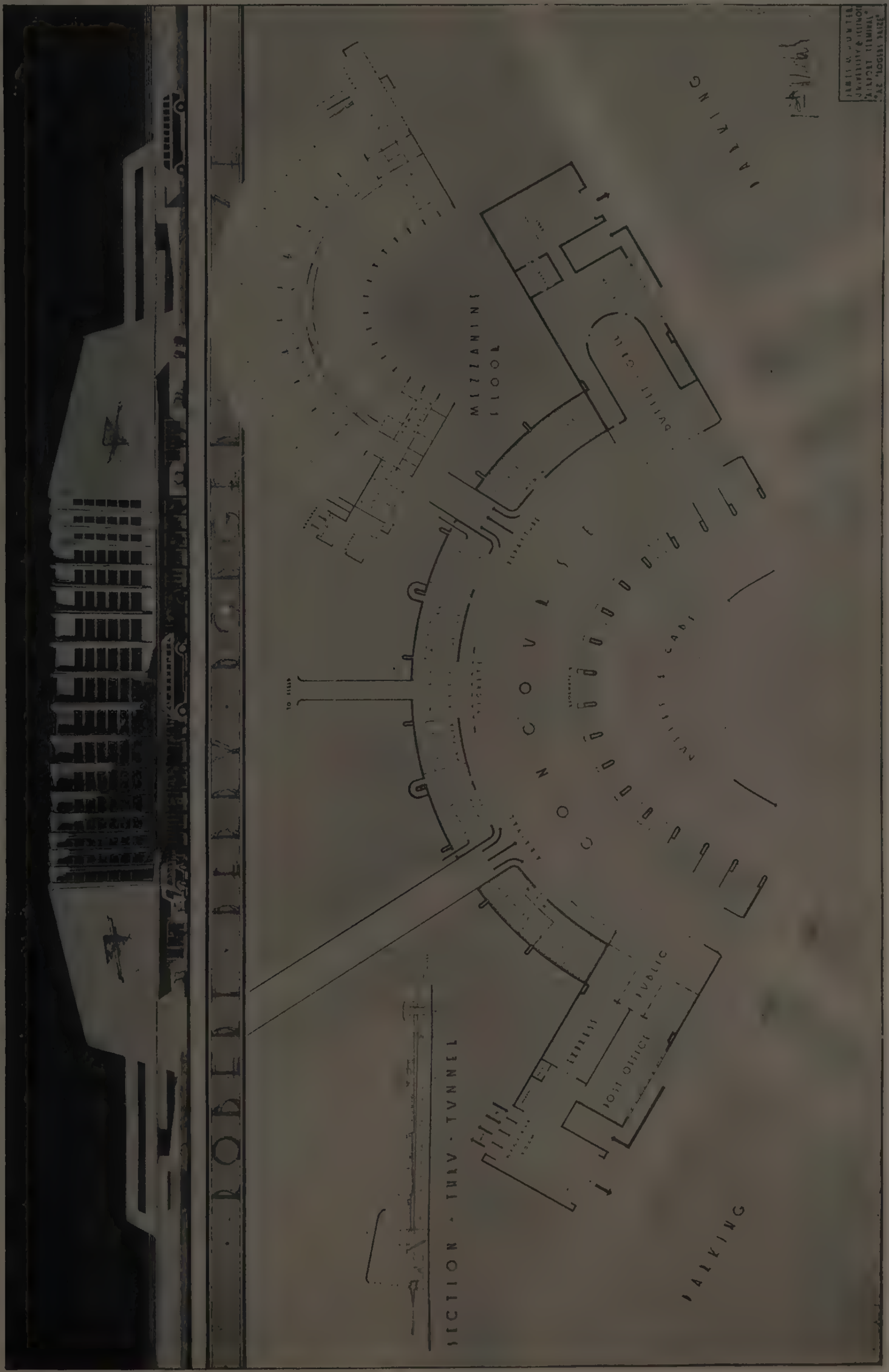
The jury agreed that the work as a whole deserved commendation for the serious thought reflected in the majority of the presentations. The winning design by A. C. Johnson, of New York University, was particularly commended for the logical and detailed development of the plan, which in turn made possible the simple, obvious elevation.

The Awards were distributed as follows:

3	First Medal	61	Half Mention
3	Second Medal	39	No award
19	Mention	38	Hors Concours
		163	Number submitted

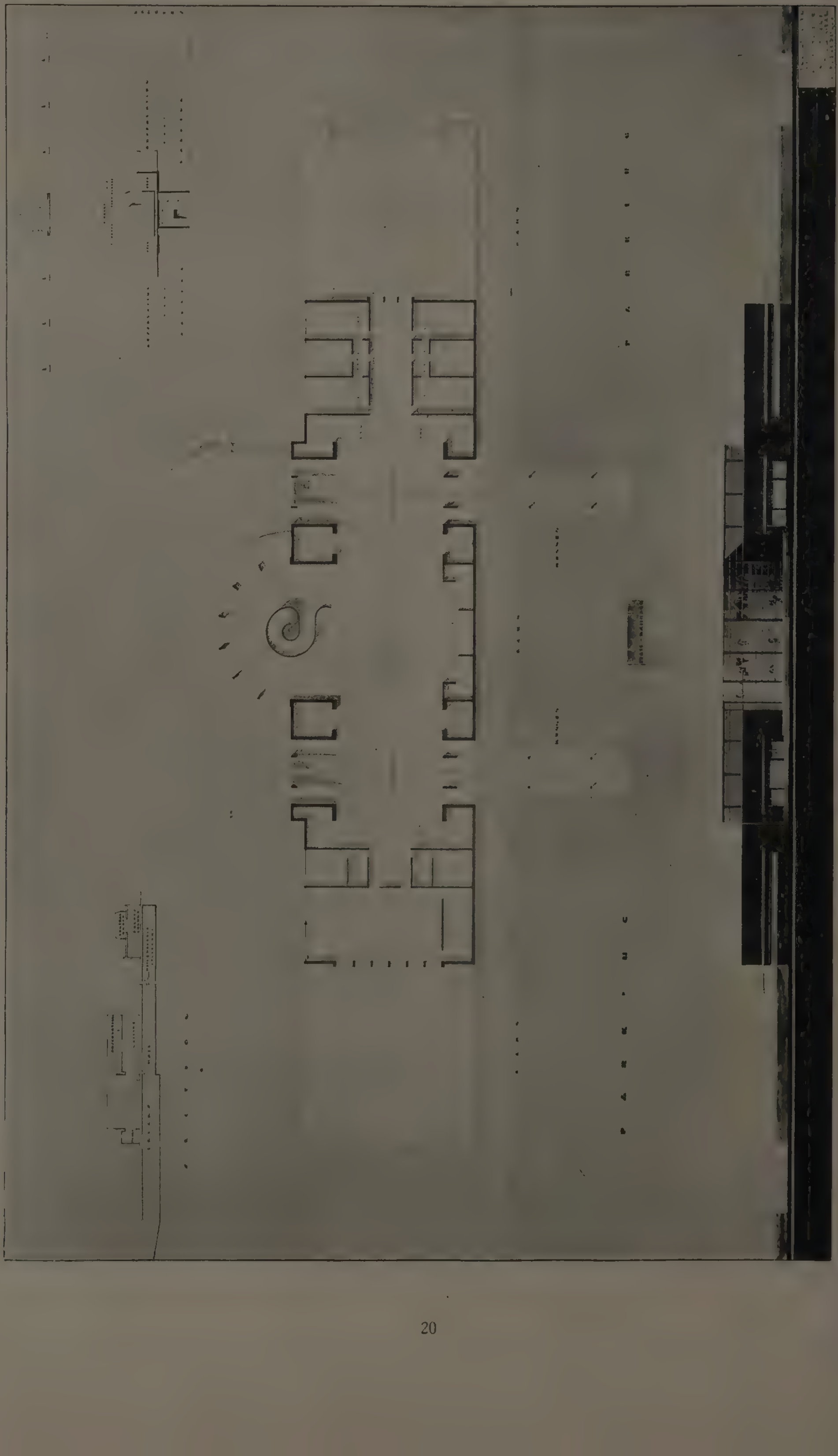


ROBERT PERRY RODGERS PRIZE AND FIRST MEDAL—A. C. JOHNSON
CLASS A PROJET II—AN AIRPORT BUILDING NEAR A METROPOLIS



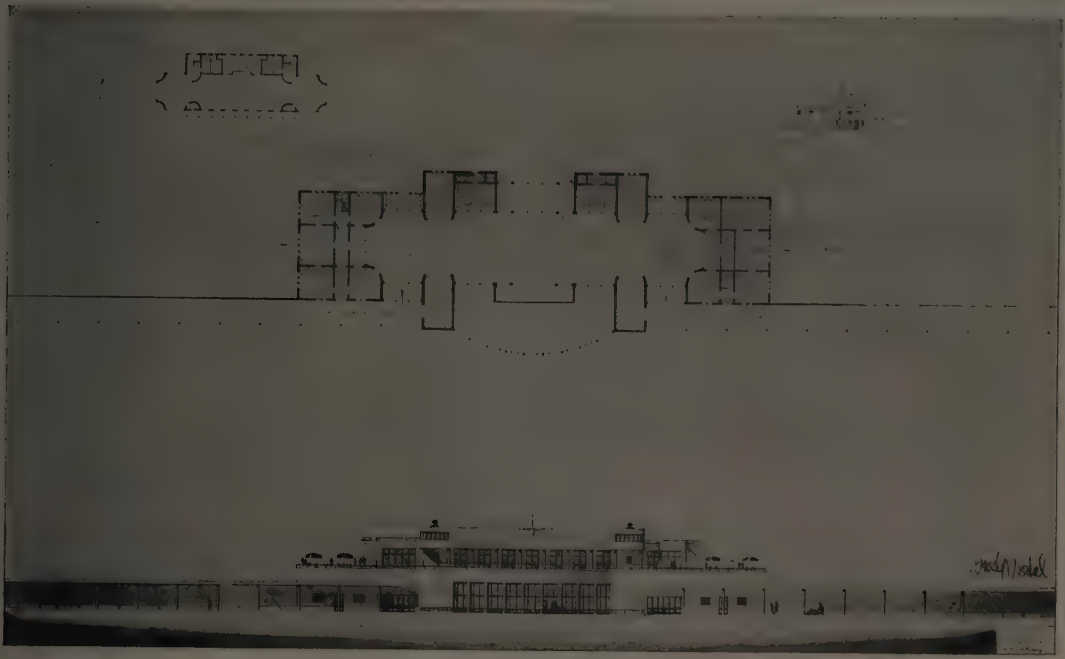
FIRST MEDAL—J. M. HUNTER

CLASS A PROJET II—AN AIRPORT BUILDING NEAR A METROPOLIS

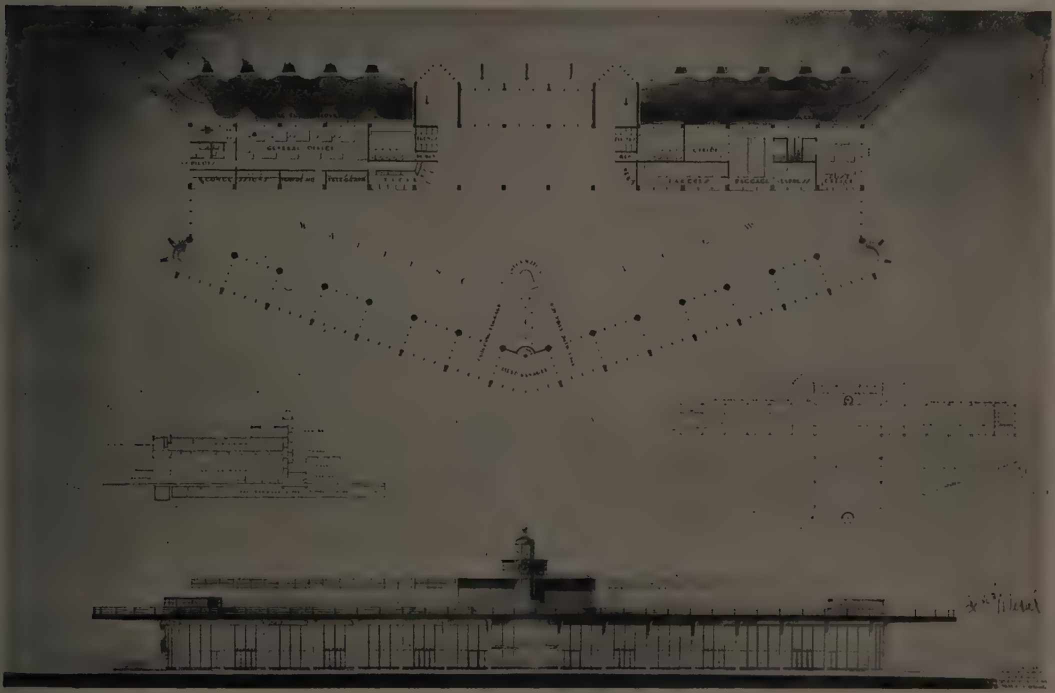


FIRST MEDAL—A. HENNIGHAUSEN

CLASS A PROJET II—AN AIRPORT BUILDING NEAR A METROPOLIS

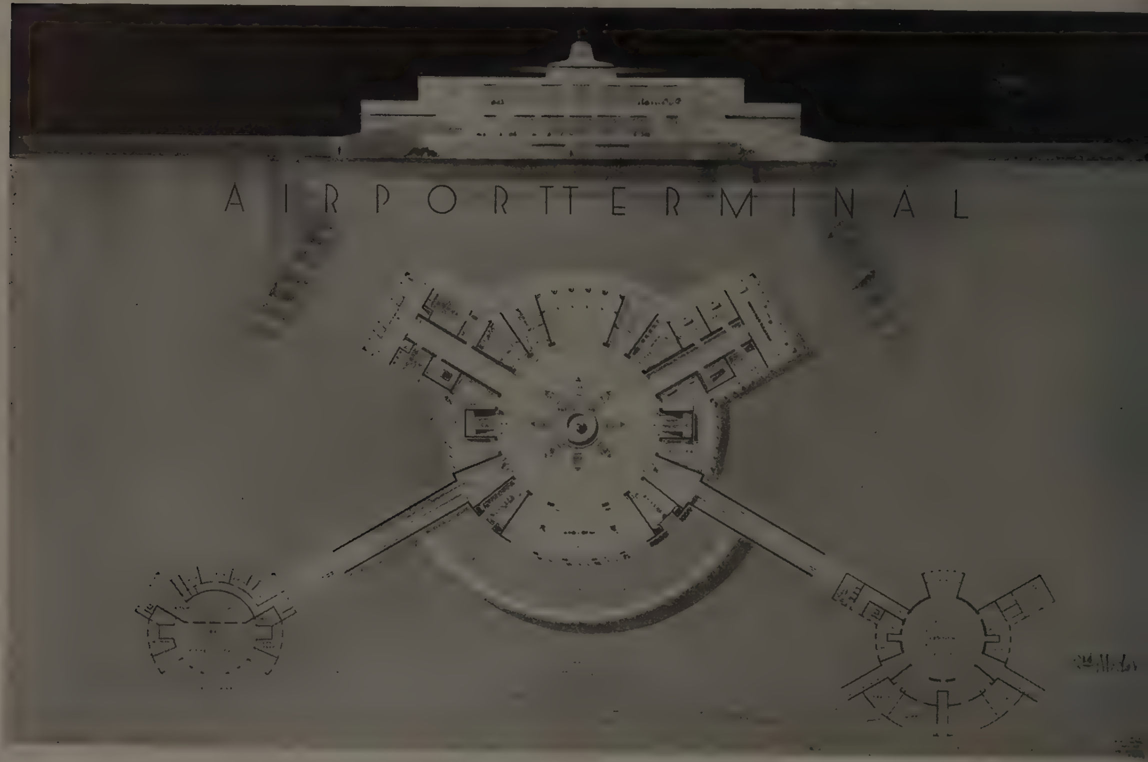


SECOND MEDAL—J. G. JONES



SECOND MEDAL—H. A. JANDL

CLASS A PROJET II—AN AIRPORT BUILDING NEAR A METROPOLIS



SECOND MEDAL—W. J. FAZULAK
CLASS A PROJET II—AN AIRPORT BUILDING NEAR A METROPOLIS

A CHAUTAUQUA

CLASS A ESQUISSE-ESQUISSE III

JUDGMENT OF FEBRUARY 11, 1936

A Chautauqua is a chartered institution run without profit, managed by a Board of Trustees who serve without compensation and is a permanent institution, equipped with meeting places, school buildings, library, theatre, etc.

The subject of this competition is to be a Chautauqua built within a somewhat wooded area measuring 5,000 feet long by 800 feet wide with the shores of a large lake on one long side and a main highway along the property on the side opposite to the lake. The land has a general slope to the lake in a southerly direction of approximately 5 feet in 100 feet and the terrain is irregular and undulating.

A portion at the easterly end of the property 800 feet by 1,200 feet has been allotted to make provision for the following:

A. A large enclosed amphitheatre seating 8,000 and having a stage, public spaces, etc. Approximate area of building 80,000 sq. ft.

B. An enclosed auditorium suitable for small conventions, operas, etc., seating 2,000 which shall have full stage equipment, etc. Approximate area of building 30,000 sq. ft.

C. Small theatre for plays seating 500 with stage and other necessary equipment. Approximate area of building 7,500 sq. ft.

D. Library with stack room, reading rooms, periodical rooms, reference rooms, etc. Approximate area of building 15,000 sq. ft.

E. Administration building accommodating offices for the executives, work space for clerical forces, etc. Approximate area of building 10,000 sq. ft.

F. There shall also be a group of school buildings of approximately 50,000 sq. ft. accommodating assembly rooms, classroom, etc.

G. A social hall including one large room of about 25,000 sq. ft. for dances, games, and other social events.

H. Gymnasium, lockers, etc. Approximate area of building 20,000 sq. ft.

J. Boat house and bathhouses.

Ample provision is made for riding stables and sports such as tennis courts, golf course, baseball diamond, etc. which is allocated to the remainder of the property and is not included as a part of this problem.

It is intended that the units required be indicated in block form only, showing their locations and their relation to the topography and landscaping of the area.

JURY OF AWARD

Howard E. Bahr
William Gehron
W. Pope Barney
F. Burrall Hoffman
L. Bancel LaFarge

CRITIQUE

HOWARD E. BAHR

This problem, a sketch plan of several buildings with different functions, was judged primarily on the merits of composition, relation of the buildings to each other and consideration of the terrain.

The buildings fall roughly into three groups the limits of which, of course, are not rigid. They are namely: (a) the amphitheatre, the auditorium, and small heatre, (b) the school and library, (c) the social hall, gymnasium, boathouse, etc. The location of group (a), as decided by the jury, should be near the entrance or with easy and ample access to the main traffic artery. All circulation within the plot was assumed to handle foot traffic only. Group (b) segregated and away from the crowds with the library as a dividing unit, it being used by both the public and the school. Group (c) should be near the water and within reach of the playground or sports field. The successful plans expressed the relation of these units by an articulate, logical, and functional arrangement of buildings.

As a comment on a specific parti, it might be mentioned that several competitors placed the amphitheatre near the highway. While this admirably handled the large crowds using this building, it seemed to block the entrance to the group as a whole.

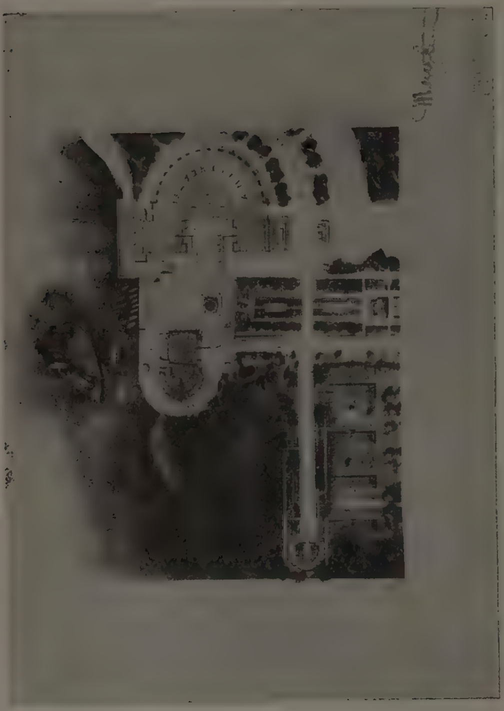
The jury seriously considered the slope of the land mentioned in the program. While not of the major consideration, the plans which expressed the undulating site, especially in orienting the amphitheatre, received further consideration. Most of the problems were apparently planned with a flat site in mind.

The failure of many plans to take advantage of the opportunity offered by the lake front for a vista caused them to fall into the mediocre class.

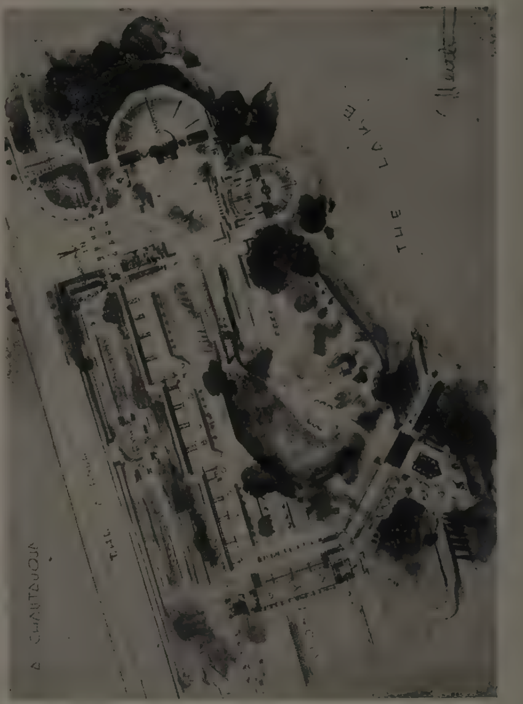
In the premiated problems, there was even a lack of visualization in the relation of plan to the appearance of the group in perspective. This problem was mainly one of plan composition, therefore the two qualities mentioned above were difficult to consider separately.

The Awards were distributed as follows:

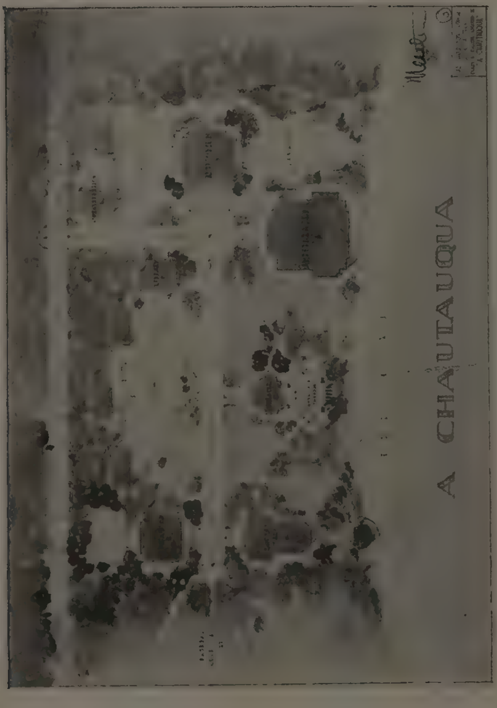
3	Mention	70	No Award
8	Half Mention	81	Number submitted



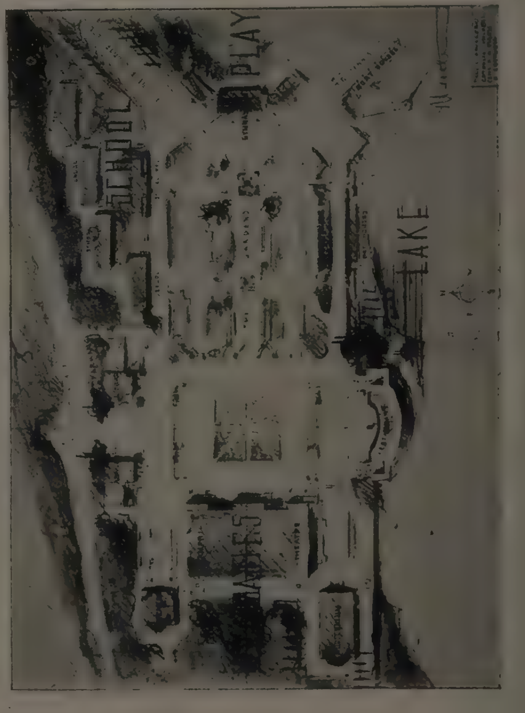
MENTION—H. BORDEWICH



MENTION—S. KATZ



MENTION—J. H. FINCH



MENTION—P. L. GAUDREAU

REPORTS OF JUDGMENTS

DEPARTMENT OF ARCHITECTURE

ASS B PROJET II

A CANNING FACTORY

VARDS

233 DRAWINGS SUBMITTED

RMOUR INSTITUTE OF TECHNOLOGY:
IST MENTION: M. H. Beckman.
ENTION: H. Beckwith, M. J. Bejcek, W. D. Concolino, E. F. Schmaltz, A. H. Schreiber, H. P. Lohmiller, B. H. Stein.
LF MENTION: V. J. Chiappe, R. P. Lischer, B. Nobler, A. H. Ramp, C. H. Schreiber.
AWARD: 3.

RNEGIE INSTITUTE OF TECHNOLOGY:
ENTION: J. K. Shear.
LF MENTION: F. J. Chopik, D. R. Courtney, W. C. Livingston, G. E. Miller, L. L. Murray, C. A. Pearson.
AWARD: 10.

THOLIC UNIVERSITY OF AMERICA:
RST MENTION: C. J. See.
ENTION: R. T. Daniel.
LF MENTION: J. D. McCormick.
AWARD: 8.

LEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
ENTION: J. W. Akeroyd, E. F. Broggini, F. L. Whitney.
LF MENTION: W. O. Cain, G. F. Dalton, W. H. Shelton, B. Smith, W. H. Wiechelman, R. N. Zuber.
AWARD: 1.

TELIER DENVER:
ORS CONCOURS: A. B. Brelsford.

REXEL INSTITUTE, PHILADELPHIA, PA.:
AWARD: 1.

TELIER ESCHWEILER-MILWAUKEE:
AWARD: 3.

EORGIA SCHOOL OF TECHNOLOGY:
ALF MENTION: M. R. Arias, P. H. Fuller, J. C. Hulse, S. K. Neill, R. V. Richard, R. E. Slay.
AWARD: 1.
ORS CONCOURS: R. A. McKenzie.

TELIER GNERRE:
ENTION: S. Miraldi.
ALF MENTION: C. Sullivan.
O AWARD: 2.

OHN HUNTINGTON POLYTECHNIC INSTITUTE:
ALF MENTION: A. W. Harris, Jr.
O AWARD: 3.

ANHATTAN COLLEGE:
ALF MENTION: R. R. Sattler.
O AWARD: 4.
ORS CONCOURS: L. V. Gibney, W. J. Smith.

TELIER NELSON, CHICAGO ARCHITECTURAL CLUB:
O AWARD: 2.

EW YORK UNIVERSITY:
IRST MENTION PLACED: K. S. Slobodien, T. Waisman.
IRST MENTION: F. A. Schuhmacher.
ENTION: A. A. Arbeit, P. E. Falkenstein, S. C. King, W. H. Marshall.
ALF MENTION: T. B. Benedict, M. E. Campioli, J. F. Castagna, L. Fisher, D. C. C. Gilbert, R. T. Handren, M. E. Kessler, O. Lundquist, W. Taparauskas.
O AWARD: 3.

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
MENTION: M. Ditto.
HALF MENTION: B. A. Bond, W. W. Caudill, R. W. Jones, J. E. Sanders, D. K. White.
NO AWARD: 1.

PENNSYLVANIA STATE COLLEGE:
FIRST MENTION: H. C. Stuckeman.
MENTION: M. M. Bailey, A. C. Cooper, J. C. Didinger, B. H. Evert, M. R. Griffen, F. W. Kessler, P. Long.
HALF MENTION: M. E. Elliott, R. L. Ferris, H. Huffman, W. M. Hughes, O. H. Llano, M. G. Pease, F. M. Rothermel, I. W. Rutherford, R. V. Shuss, W. J. Zalewski.
NO AWARD: 6.

ATELIER PRIBIL:
NO AWARD: 4.
HORS CONCOURS: I. Guerrasio.

PRINCETON UNIVERSITY:
HALF MENTION: J. S. Armentrout, Jr., G. R. Metzger, Jr., G. E. K. Smith, F. C. Thum.

UNIVERSITY OF ILLINOIS:
FIRST MENTION: S. H. Arthur.
MENTION: B. H. Bradley, D. Loomis, J. J. Mackland, W. Shinderman.
HALF MENTION: O. J. Baker, J. H. Crammer, B. J. Friedman, G. W. Gray, D. R. Hodgson, B. Knipp, H. Kern, R. B. Little, W. R. Richardson, F. Schurecht, F. M. Smith.
NO AWARD: 2.
HORS CONCOURS: C. B. Cole, E. Wasserman.

UNIVERSITY OF NOTRE DAME:
FIRST MENTION: F. S. McNeill.
HALF MENTION: C. R. Campbell, E. Creel, M. C. Hertel, L. C. Hufnagel, J. M. Lee, D. H. Smith.
NO AWARD: 7.
HORS CONCOURS: J. A. Nolen.

UNIVERSITY OF OKLAHOMA:
NO AWARD: 1.

UNIVERSITY OF PENNSYLVANIA:
FIRST MENTION PLACED: R. H. Meier.
MENTION: L. Cohen, W. P. Cox, W. J. Coyle, D. W. MacPherson.
HALF MENTION: N. H. Abrams, N. T. Barnes, G. N. Blair, E. G. Dollar, J. Esherick, Jr., N. J. Geller, L. H. Gruver, M. S. Kermacy, C. E. Lee, B. B. Rothschild, G. D. Russell, F. E. Sagendorph, J. C. Seward, W. F. Thaete, R. B. Wood, E. F. Zipp.
NO AWARD: 3.

YALE UNIVERSITY:
FIRST MENTION PLACED: H. H. VanV. Bradley.
MENTION: E. Constantine.
HALF MENTION: G. Angell, R. M. Beder, V. A. Cusack, G. C. Eay, J. K. Mason, O. M. Ober, E. M. Williams, Jr.
NO AWARD: 2.
HORS CONCOURS: M. L. Baldessari, W. A. Briggs, W. P. Brower, J. R. Gillie, B. Hollister, K. E. Humphrey, Jr., M. W. Meyer, S. R. Smith, M. Spatz.

UNAFFILIATED:
NEW CASTLE, PENNSYLVANIA:
NO AWARD: 1.

NEW YORK CITY AND VICINITY:
MENTION: J. Lorenc, C. F. Sausville.
HALF MENTION: J. Blacker, H. Brinkerhoff, J. Hakola.
NO AWARD: 4.

CLASS A ESQUISSE-ESQUISSE II

AN EXHIBITION BUILDING AT A FAIR FOR A TRAVEL BUREA

AWARDS

99 DRAWINGS SUBMITTED

AGRICULTURAL & MECHANICAL COLLEGE OF TEXAS:
MENTION: M. F. Martin.

ATELIER GNERRE:
HALF MENTION: A. A. Grasso, A. F. Kleiner, J. S. Reisner.

PENNSYLVANIA STATE COLLEGE:
MENTION: A. Brooks.

UNIVERSITY OF ILLINOIS:
HALF MENTION: N. Wilkinson.

UNIVERSITY OF PENNSYLVANIA:
MENTION: H. M. Abbot.

UNAFFILIATED:
AUBURN, ALABAMA:
HALF MENTION: A. B. Jacobs.

ARCHAEOLOGY PROJET III

AN ASSYRIAN TEMPLE

AWARDS

13 DRAWINGS SUBMITTED

CATHOLIC UNIVERSITY OF AMERICA:
NO AWARD: 2.

JOHN HUNTINGTON POLYTECHNIC INSTITUTE:
NO AWARD: 1.

MANHATTAN COLLEGE:
NO AWARD: 2.

NEW YORK UNIVERSITY:
SECOND MEDAL: W. N. Ouspensky.
FIRST MENTION: B. Librett.
MENTION: E. F. Iversen.

PRINCETON UNIVERSITY:
FIRST MENTION: R. M. C. Raetze.

UNIVERSITY OF NOTRE DAME:
FIRST MENTION: F. S. McNeill.
MENTION: J. W. Hackner.

UNIVERSITY OF PENNSYLVANIA:
NO AWARD: 2.

ELEMENTARY INTERIOR DESIGN III

A DRAWING ROOM IN AN ENGLISH HOUSE

AWARDS

13 DRAWINGS SUBMITTED

CARNEGIE INSTITUTE OF TECHNOLOGY:
HALF MENTION: M. W. Chubb.
NO AWARD: 5.

CHILD-WALKER SCHOOL OF FINE ARTS:
HALF MENTION: S. Pett, F. Whitehead.
NO AWARD: 1.

ATELIER GNERRE:
HALF MENTION: V. J. Giumetti.

MANHATTAN COLLEGE:
NO AWARD: 1.

NEW YORK UNIVERSITY:
HALF MENTION: M. E. Campioli.

UNAFFILIATED:
NEW YORK CITY AND VICINITY:
NO AWARD: 1.

ADVANCED INTERIOR DESIGN III

A CABIN FOR A TRANS-PACIFIC AIRPLANE

AWARDS

13 DRAWINGS SUBMITTED

CARNEGIE INSTITUTE OF TECHNOLOGY:
HALF MENTION: J. M. Frymire, J. B. Ray, D. C. Tavano, A. L. Thomssen.

CLEVELAND SCHOOL OF ARCHITECTURE, W. R. U.:
HALF MENTION: R. E. Rose.

JOHN HUNTINGTON POLYTECHNIC INSTITUTE:
NO AWARD: 1.

UNIVERSITY OF NOTRE DAME:
FIRST MENTION: J. D. Murphy.
NO AWARD: 2.

UNIVERSITY OF PENNSYLVANIA:
SECOND MEDAL: C. N. Benfield.
FIRST MENTION: J. Fleisher.
MENTION: C. Stryker.
HALF MENTION: F. B. Rod.

ASS A PROJET II—ROBERT PERRY RODGERS PRIZE

AN AIRPORT BUILDING NEAR A METROPOLIS

ARDS

163 DRAWINGS SUBMITTED

RICULTURAL & MECHANICAL COLLEGE OF TEXAS:
NTION: P. O. Bueno.
AWARD: 2.
RS CONCOURS: E. F. Hildebrandt, M. F. Martin, G. R. Rogers, A. B. Swank, Jr.

RNEGIE INSTITUTE OF TECHNOLOGY:
NTION: J. L. Divvens, J. G. Harms.
LF MENTION: W. V. Flynn, E. J. Mackey, R. O. Medicus, G. A. Milono, J. M. Niedringhaus, J. W. Spotz, J. W. Rosst.
AWARD: 5.
RS CONCOURS: W. G. Heim, G. E. Hoffman, J. T. Nichols, A. R. Ruprecht, K. B. Schock, W. L. Wurmb.

THOLIC UNIVERSITY OF AMERICA:
LF MENTION: H. Bordewich, J. J. Brust, J. Cardenal.
AWARD: 3.
RS CONCOURS: J. J. Brady, J. E. Dundin, P. L. Gaudreau.

EVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
NTION: P. K. Barnes.
LF MENTION: E. R. Hemsath, I. S. Korach, H. F. Redinger.
AWARD: 5.

ORGE WASHINGTON UNIVERSITY:
LF MENTION: W. S. Morris.

ORGIA SCHOOL OF TECHNOLOGY:
LF MENTION: R. L. Aeck, L. H. Robertson, H. C. Rosenberg.
AWARD: 6.
RS CONCOURS: J. A. Houser, W. N. Lamberson, R. S. Thomas.

ELIER GNERRE:
LF MENTION: A. A. Grasso.

ELIER NELSON, CHICAGO ARCHITECTURAL CLUB:
LF MENTION: W. Solomon, H. T. Tideman.

W YORK UNIVERSITY:
ST MEDAL AND PRIZE: A. C. Johnson.
COND MEDAL: W. J. Fazulak.
NTION: M. Yamasaki, T. Federico.
LF MENTION: L. A. Bellini, J. Caponnetto, J. W. Franklin, H. Greenberg, J. A. Hlavaty, M. E. Kessler, B. Librett, A. Nathanson, H. Shimansky.
AWARD: 2.
RS CONCOURS: S. Katz, J. S. Unger.

LAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
LF MENTION: G. W. Edwards, E. Gamble, J. H. Shaw, T. M. Sullivan.

NNSYLVANIA STATE COLLEGE:
NTION: J. B. Pruitt.
LF MENTION: J. Balis, P. F. Hallock, C. C. Taylor.
AWARD: 3.

PRINCETON UNIVERSITY:
SECOND MEDAL: H. A. Jandl.
MENTION: J. Ceruti, G. W. Locke, R. W. Olson.
HALF MENTION: W. L. Addkison, M. L. Robinson, E. B. Willauer.
HORS CONCOURS: J. B. Applegate, H. G. Davenport.

UNIVERSITY OF ILLINOIS:
FIRST MEDAL: J. M. Hunter, A. Hennighausen.
MENTION: V. J. Miller, M. T. Munz, A. R. Williams.
HALF MENTION: M. W. Bisson, T. Danahy, P. Ettington, A. M. Goedde, E. F. H. Stoyke, N. Wilkinson.
NO AWARD: 2.
HORS CONCOURS: V. P. Aleks, J. E. Baker, R. E. Drover, E. H. Fairbank, A. W. Franzen, N. B. Harmeson, W. S. Kinne, H. H. Meinberg, L. H. Mayfield, R. J. Stuermer, F. A. Szilvasy.

UNIVERSITY OF NOTRE DAME:
HALF MENTION: A. W. Kellogg.

UNIVERSITY OF OKLAHOMA:
HALF MENTION: M. E. Miller.

UNIVERSITY OF PENNSYLVANIA:
SECOND MEDAL: J. G. Jones.
MENTION: S. R. Anshen, C. K. Hagedon, G. H. Schlosser.
HALF MENTION: B. R. Bernheimer, D. A. Eichelberger, W. E. Frank, P. F. Notartomaso, D. L. Southey, A. H. VanKeuren, C. H. Wheeler.
NO AWARD: 3.
HORS CONCOURS: H. M. Abbot, J. H. Goldberg, C. I. Wolf, T. Yano.

UNIVERSITY OF VIRGINIA:
HALF MENTION: I. T. Denemark, A. S. Robinson.
NO AWARD: 5.

YALE UNIVERSITY:
MENTION: J. F. Gane, R. H. Licht, H. C. Millkey.
HALF MENTION: W. M. Brazer, G. Chapman, D. P. Maier, K. R. Smith.
HORS CONCOURS: E. J. Boyle, R. A. Messier, A. Towne.

UNAFFILIATED:
AUBURN, ALABAMA:
NO AWARD: 1.
EL PASO, TEXAS:
NO AWARD: 1.

GLEN RIDGE, NEW JERSEY:
NO AWARD: 1.

NEW YORK CITY AND VICINITY:
HALF MENTION: G. T. Byrne.

LASS A ESQUISSE-ESQUISSE III

A CHAUTAUQUA

WARDS

81 DRAWINGS SUBMITTED

ATHOLIC UNIVERSITY OF AMERICA:
ENTION: P. L. Gaudreau.
ALF MENTION: H. Bordewich, J. Dundin.

EORGIA SCHOOL OF TECHNOLOGY:
ENTION: J. H. Finch.

EW YORK UNIVERSITY:
ENTION: S. Katz.
ALF MENTION: V. Pellegrino.

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
HALF MENTION: G. W. Edwards.

PENNSYLVANIA STATE COLLEGE:
HALF MENTION: J. Balis, C. Taylor.

PRINCETON UNIVERSITY:
HALF MENTION: J. P. Ceruti.

UNIVERSITY OF NOTRE DAME:
HALF MENTION: A. W. Kellogg.

EDUCATIONAL INSTITUTIONS COOPERATING WITH THE BEAUX-ARTS INSTITUTE OF DESIGN

DEPARTMENT OF MURAL DECORATION

ALLENTOWN MUSEUM SCHOOL OF ART
COOPER UNION
CORNELL UNIVERSITY
JOHN HERRON ART INSTITUTE
OHLMS SCHOOL OF FINE ARTS
PORTLAND SCHOOL OF FINE & APPLIED ART
UNIVERSITY OF ILLINOIS
YALE UNIVERSITY

DEPARTMENT OF ARCHITECTURE

AGRICULTURAL AND MECHANICAL COLLEGE OF TEXAS
ALABAMA POLYTECHNIC INSTITUTE
ARMOUR INSTITUTE OF TECHNOLOGY
BEACON HILL SCHOOL OF DESIGN
CARNEGIE INSTITUTE OF TECHNOLOGY
CATHOLIC UNIVERSITY OF AMERICA
CHICAGO TECHNICAL COLLEGE
CHILD-WALKER SCHOOL OF FINE ARTS, BOSTON
CLEVELAND SCHOOL OF ARCHITECTURE OF WESTERN RESERVE UNIVERSITY
COOPER UNION
GEORGE WASHINGTON UNIVERSITY
GEORGIA SCHOOL OF TECHNOLOGY
IOWA STATE COLLEGE
JOHN HUNTINGTON POLYTECHNIC INSTITUTE
KANSAS STATE COLLEGE OF AGRICULTURE AND APPLIED SCIENCE
MANHATTAN COLLEGE
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
NEW YORK UNIVERSITY
OHIO STATE UNIVERSITY
OKLAHOMA AGRICULTURAL AND MECHANICAL COLLEGE
PENNSYLVANIA STATE COLLEGE
PRINCETON UNIVERSITY
SYRACUSE UNIVERSITY
UNIVERSITY OF ILLINOIS
UNIVERSITY OF NEBRASKA
UNIVERSITY OF NOTRE DAME
UNIVERSITY OF OKLAHOMA
UNIVERSITY OF PENNSYLVANIA
UNIVERSITY OF TORONTO, CANADA
UNIVERSITY OF VIRGINIA
YALE UNIVERSITY

SOCIETIES COOPERATING

SOCIETY OF BEAUX-ARTS ARCHITECTS
NATIONAL SCULPTURE SOCIETY
SOCIETY OF MURAL PAINTERS
ART IN TRADES CLUB
FONTAINEBLEAU SCHOOL OF FINE ARTS
THE AMERICAN INSTITUTE OF ARCHITECTS
AMERICAN INSTITUTE OF DECORATORS